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INFORMATION REPORT

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COUNTRY Argentina

SUBJECT Weekly Port Report For Period Ending 5 April 1954

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SUPP. TO
REPORT NO.1. Weekly Report on the Port of Buenos Aires: (for week ending 5 Apr 54)

Ocean-going vessels in port discharging.....	41
" " " " loading.....	37
" " " " lying idle.....	5

From 29 March to 4 April inclusive

Arrivals of ocean-going vessels with general cargo.....	22
" " " " petroleum.....	6
" " " " coal.....	4
" " " " in ballast from abroad.....	2
" " " " from other Argentine ports to complete.....	8

Sailings of ocean-going vessels for abroad with general cargo and grain.....	21
" " " " abroad in ballast.....	7
" " " " other Argentine ports	
" " " " in ballast.....	9
" " " " other Argentine ports with cargo.....	8

2. Weekly Report on the Port of Bahia Blanca: (for week ending 3 Apr 54)

Vessel	Flag	Operations
LA GRILLA	British	Awaiting loading berth to load oats and barley for Rotterdam
MONTE UDALA	Spanish	To load oats and rye for Holland
ENTERPRISE	Panamanian	Awaiting loading berth. To load rye and oats for Europe

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Vessel	Flag	Operations
DELSHAVEN	Dutch	Awaiting loading berth. To load rye, oats and barley for Holland and Belgium
NORA	Panamanian	Loaded rye and oats for Italy. Sailing 3 Apr 54
PENTLIE	British	Loading rye for Poland
SVARTEN	Swedish	Loaded barley for Hungary. Sailing 3 Apr 54
THEOSKEPASTI	Panamanian	Loading wheat for Poland
OCEANA	"	Loading rye, oats and barley for Holland
RÍO PARANA	Argentine	Loaded oats for Holland
OSWESTRY GRANGE	British	Loading wheat for Poland
NORMA	Norwegian	Second off, to load rye for Norway
RÍO CUARTO	Argentine	Second off, awaiting berth to load rye for Italy
AROSA	Panamanian	Third off, awaiting berth to load rye for Europe
MENTOR	Greek	Second off, awaiting loading berth
FRUMENTON	British	Third off, awaiting berth to load oats, barley, and wheat for Europe
RÍO PRIMERO	Argentine	Second off, awaiting berth to load barley, rye and oats for Rotterdam
MARÍA STATHATOS	Greek	Second off, awaiting loading berth to load oats, barley, rye and wheat for Europe
CLERVAUX	Belgian	Second off, awaiting berth to load rye for Holland
DORADO	Panamanian	Second off, awaiting berth to load wheat, rye and barley for Belgium
MARÍA PIERRA G	Italian	Loading barley, oats and rye for Belgium
CORACERO	Argentine	Loading expellers, oats, wheat and millet for Belgium and Rotterdam
MANDO	Panamanian	Loading oats, barley and rye for Belgium
ARGENTINA	Danish	Awaiting berth to load barley, rye, wheat and oats for Denmark
AFRICANA	Panamanian	Awaiting berth, to load rye for Poland
ASSIRIA	Italian	Awaiting berth, to load oats, barley and rye for Europe
TURMOIL	Liberian	Awaiting permits
HALCYON	Liberian	Awaiting berth, to load rye for Poland
FRIEDEN	German	Awaiting berth, to load barley for Germany
DELFIN	Italian	EXPECTED 4 Apr 54, to load rye to complete cargo
KENILWORTH	British	EXPECTED 4 Apr 54, or 5 Apr 54, to load rye for Poland

3. Weekly Report on the Port of Santa Fe: (for week ending 2 Apr 54)

River: Today's admissible draft 24'6".
Falling slowly here and up-river.

4. Weekly Report on the Port of Villa Constitución: (for week ending 1 Apr 54)

Vessel	Flag	Operations
SILVERBURN	British	Discharging coal, due to complete 2 Apr 54
MAIMESBURY	"	Discharging coal, due to complete 5 Apr 54
NAVARAR	Argentine	Loading 4,700 tons of maize

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Vessel	Flag	Operations
MICKIEWICZ	Polish	Discharging coal
LUXEMBOURG	Belgian	Discharging 4,468 tons of billets

5. Weekly Report on the Port of Rosario: (for week ending 5 Apr 54)

Vessel	Flag	Destination
SAN JUAN BOSCO	Argentine	Loading wheat for Brazil
ORIENT CITY	British	barley for the Continent
RONALD M SCOBIE	British	wheat for Poland
MARIA SASSO	Argentine	wheat for Brazil
ARCHON MICHAEL	Panamanian	rye for Poland
MARTITA	British	rye for Poland
LUXEMBOURG	Belgian	lentils and millet for Rotterdam
MARPLATENSE	Argentine	wheat for Brazil
KORSHOIMA	Finnish	rye for Poland
ESTRELLA AUSTRAL	Argentine	earth for Com Rivadavia
CAPITANNE LAMB	Belgian	maize for Antwerp
ATALAYA	Finnish	millet and expellers for Finland

Depths of the River Parana

Santa Fe - Rosario.....	23.8 ft
Diamante - Rosario.....	27.4 "
San Lorenzo - Rosario.....	32.5 "
Rosario, access channel.....	32.6 "
Rosario - San Pedro.....	29.7 "
Villa Constitucion - San Pedro.....	29.7 "
Villa Constitucion, acc.ch.fisc.wharf.....	27.1 "
Villa Constitucion, acc.ch. elevator.....	27.1 "
Villa Constitucion, acc.ch. railway wharf.....	27.4 "
San Martin, access channel.....	33.2 "
San Pedro, access channel.....	21.3 "

Estimated depths for next week - 1.5 feet less

6. Weekly Report on the Port of Mendoza: (for week ending 3 Apr 54)

Vessel	Flag	Operations
DELFIN	Italian	Loading barley, sailing 4 Apr 54 for Bahia Blanca
GEORGE	Panamanian	Loading oats and barley
DAGHESTAN	British	Waiting for cargo, to load oats and barley
NICOLAS KULUKUNDIS	Greek	Awaiting turn, to load oats and barley
STELLA AZZURRA	Italian	Loaded oats, sailed 2 Apr 54 for Bahia Blanca
DURHAM TRADEN	British	Loading oats
RIO SEGUNDO	Argentine	Awaiting cargo, to load oats
CHAMPLAIN	British	Awaiting turn, to load oats
LOIDE PARAGUAI	Brazilian	Loaded wheat, finished 31st ult, sailed 3 Apr 54
WILHELM BORNHOFFEN	German	Loading wheat

Admissible draft - 26'3

7. Despatch: In February 1953 one of the issues of this report contained the following observation: "...it becomes more and more obvious that without even the forthcoming maize crop, we have a large potential capacity for the employment of shipping in 1953". That little effort was then being made to dispose of that surplus grain is evidenced by the fact that in July 1953 it was necessary to report that the grain had accumulated in elevators and sheds at shipping ports (300 thousand tons at Bahia Blanca), creating congestion, and that very few ships were to be found loading (none at Bahia Blanca).

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Towards the end of the month of July 1953 the situation was as follows: "The ports of Bahía Blanca and Necochea are still not being employed to the extent that one would expect in view of the large quantities of grain available there. If steps are taken (as is to be expected) to sell the exportable surpluses, the ports of Bahía Blanca and Necochea are certain to become far busier. In the case at least of the former place there is reason to fear that the port facilities (especially from the point of view of labour) will not be able to cope with the expected flow of exports and that congestion is likely to occur".

The movement in grain sales was reflected in the situation at Bahía Blanca. Whilst that port could have handled three or four times more volume in exports during the first eight months of 1953, it only commenced to get really busy in September, and a waiting list commenced to appear at the end of that month, since then the port has been called upon to handle far more than its present capacity for grain exports. So much so that we now find the situation there worse than ever, with a waiting list on the 3rd of April, of 19 ships, and ten vessels loading.

Deficiencies with labour and port facilities had been foreseen, but what had not been realized was the extent of the inability of the transport services, after building up good stocks in the ports during the time when the grain was not being shipped, to keep up the flow towards the export points in sufficient volume to keep the vessels working when the sales had been made and the procession of ships had commenced.

A Swedish ship which arrived at Bahía Blanca on 20 Feb 54 sailed on the 3rd of April. The waiting time, alone, in some cases has been more than one month. The situation is aggravated by the fact that several vessels have turned up there to complete after having had a waiting turn and a loading period at Necochea. The latter is a factor which prevents the situation at Necochea from appearing too bad, and keeps the waiting list down to the neighbourhood of three, but there are nevertheless two vessels in that port whose arrival dates from February.

Ships loading wheat appear to receive first berthing priority and some preference is also being given to those fixed for oats. Rye is in short supply at all places and is coming into the ports at a rate which is far from being sufficient to keep ships loading normally. After being discontinued for a time, a definite priority is again being given, both in berthing turn and distribution of cargo, to those vessels chartered to load rye for Poland. No explanation appears as yet to have been given for what is considered by the Shipping Centre and the bulk of the grain merchants as an unfair preference.

There is no waiting list at Rosario and some ships are receiving reasonably good despatch. Two vessels are slowly loading rye for Poland; a third, chartered for the same commodity, after waiting more than a week had the composition of her cargo changed to wheat and is now loading well.

Where Buenos Aires is concerned despatch is for the most part good. There are occasional cases of ships having to wait a day or two for a berth at the large grain elevator in the New Port where they are sent for completion purposes, but they are usually able to use the waiting time working in other ways. Some ships recently arriving with cargoes of cement have had to wait a few days before commencing, the trouble being the inability of the receivers to take

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delivery, but there does not seem to be any vessel in that position at the moment.

8. NEW DOCK AT EVA PERÓN: It is reported that a new dock for inflammables is to be built at Eva Perón to facilitate unloading operations of liquid fuel. It will have seven individual basins and two double, all of them isolated by means of floating barriers with all equipment necessary for unloading fuel consigned to YPF. The new dock will represent an investment of \$40 million m/n (Argentine Pesos).
9. TRADE AGREEMENT WITH JAPAN: A barter deal has been concluded with Japan for a total value of US\$16,500 thousand whereby that country undertakes to ship 50 thousand tons of rails to this country in exchange for which Argentina will ship 87 thousand tons of wheat and more than five million dollars (US) worth of wool. It is reported that negotiations are under way for the sale of an additional 100 thousand tons of wheat to Japan.
10. FREIGHT MARKET: Whilst the freight market in the River Plate has lately been keeping steady, those in other parts of the world appear to have weakened considerably. There have been a number of fixtures for wheat from the North Pacific to Brazil on which the rates have declined from US\$8.15 to US\$7.50. A recent fixture for coke from the Tyne to Buenos Aires was concluded at 47/-, which compared with a similar business a few weeks previously at 62/-.

As a result of the number of recent south-bound fixtures, a somewhat overly large supply of tramp tonnage may become available here within the next few weeks, although most of them are bound for Brazil and not the Plate. The advent of the new maize, however, added to the quantities of fine grains which are still available, may be expected to provide sufficient employment to keep Plate rates fairly steady.

11. LABOUR: Elections for Vice-President and Senators will take place on Sunday, 25 April, and labour will probably not be obtainable in the ports for any purpose except tugs for arriving and sailing.

A number of Labour Agreements signed in the early part of 1952 expired recently and are now coming up for revision. In several recent speeches the President has stated that, whilst a return of inflation is to be avoided at all costs, the men's standard of living is not up to the level it had attained in 1949 and should be gradually brought up to that level. Meetings are now being held between the heads of the Labour Unions on the one hand and representatives of the employers on the other, and news in connection with the revision of the Wage Agreements is expected to be given out on April 10th. There are some people who interpret the President's remarks to mean that there will be a general, though small, increase in all wages and salaries based on those ruling in March 1952.

12. TRAMP TONNAGE CHARTERED FOR RIVER PLATE LOADING, tons 10% more or less:

	April Cancelling	May Cancelling	June Cancelling
Fixtures reported up to 5.4.54	146,700	14,880	-
" " " 5.4.53	58,600	36,400	7,500

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